



S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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1927 ~ 2006

THE OFFICIAL JOURNAL OF

THE SOUTH AUSTRALIAN SOCIETY OF

MODEL & EXPERIMENTAL ENGINEERS INC

JUNE 2006

ISSN/0155/3700

CLUB JOTTINGS

BY SMOKEY

SUMMER RUNNING FEB. 06

The pfd on Saturday 18th February was half way through summer and the temperature has been very temperate compared to that in January, i.e. 43 degrees on our 3rd Saturday pfd when we did not run. Notwithstanding 4 birthday parties the day saw a moderate crowd with plenty of motive power which meant a lot of rides for every one. With the mercury only climbing to 26 degrees a very pleasant day ensued.

SASMEE PARK STATION.

From 2 to 3pm the station attendants were Ainsley Cuthbertson and Micheal Tingay following which Glen Templeman and Brad Cottle took over.

4-6-0 SAR "N" class.	Bob Smith.
2-8-0 Nigel Gresley.	Rodney Harris.
0-6-0 Schenectady.	David Hawkins.
4-6-0 Black Five #5073	Alan Wallace.
4-4-0 Virginia [F.T.R.]	Brad Cottle.
0-6-0x2 Kitson Myer #32	Graeme Driscoll.
----- Steeplecab Electric.	Ian Clark.
----- NSW 422 Class D/E	Malcolm Ambler.

Unfortunately Brad Cottle failed to run due to a faulty silver soldered joint on the steam pipe leading to the drain cocks. The 7.25" signal at the canteen corner decided to play up and necessitated the services of Ian Clark, this caused a slow passage of trains for some 15 minutes when the problem was rectified. Gremlins also got into the 12 volt motor mechanism which operates the 7.25" signal points at the end of the trestle bridge. This necessitated the form of human help in kicking the blade over according to the driver's indication. Many thanks to Damian Wright and John Beal for providing the foot power thus saving the driver having to get off his train to set the road.

MILLSWOOD STATION

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

4-6-0 Green Pacific #8443	Ian Thomas.
0-4-2 Talylllyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex.	John Lewis.

RETAINING WALLS

The retaining wall at the rear of the tennis courts and adjacent to the 7.25" g lifter is made up of old flagstones and over a period of time of many years have become loose and dislodged. It is believed that these flagstones were obtained from the Unley Council years ago for this intended purpose. The flagstones support our grounds as it is some 3 feet higher than the tennis courts. On Wednesday 8th February Jack Davey [the human excavator] began the labourious task of removal and repositioning of the flagstones and where applicable, plastering up with mortar. This is a very inconspicuous area and the fruits of Jack's work are not really noticable, however it is work that needs to be done and accordingly the club is most grateful. Helping out were Lindsay Hope and Bryan Homann.

BITUMEN

When we had the area inside of our entrance gates bitumized quite a number of years ago it was a vast improvement over the road base surface which was always muddy on wet days. However since our toilet block was installed in 1993 the repair bitumen over the trench has subsided. Apart from looking untidy this area holds water after it has rained. It was agreed last year [June] that a fresh dressing of bitumen be applied to the affected area, however winter time was considered inappropriate. On Wednesday 22nd February the work was contracted out to Simon Grant and the area is now greatly improved.

SICK LIST

Micheal Offler was unfortunate to break his right arm, requiring a pin, when he fell through the roof of his Daughter's house during alterations. This happened in mid March and threw a

planned trip, in his motor home to Mt. Gambier into dis-array. Michael's son came to the rescue and acted as driver so all was not lost.

Recovery time is expected to be no less than six weeks during which time Michael will become very adept with his left arm, no doubt.

Our minute secretary, John Beal has been struck with a strange illness since mid February and as of 4/4/06 tests, x-rays and ultrasound have shown nothing -- quite baffling.

An MRI scan and a spinal tap and still nothing showed up, even more baffling. The specialists involved met in late April to discuss John's symptoms. Meanwhile David Hawkins spent a week in Flinders Medical Centre with bad stomach pains, all at a time when Michael Tarry is just beginning to get on top of his medical problems. The Beals have certainly been having a bad trot, and we trust that all will be well in the near future.

John Levers has reported that he has been experiencing heart problems and that a by-pass operation is quite on the cards, accordingly our best wishes go out to John.

FACILITIES

As mentioned in the last Bulletin the proposed area for road vehicles [presently a wasteland] will be getting an airing at a General meeting to discuss its future. The President has advised that this is pencilled in for the October meeting. If you wish to state your view make sure you are present.

No further reminders given.

AUTUMN RUNNING MARCH 06

The first pfd for Autumn was on Sunday 5th March and was notable for several reasons. It was a warm day of 33 degrees with a comfortable crowd and we boasted 7 birthday parties which kept the scarce motive power on its toes.

The scarcity was the combination of several failures.

Firstly Rodney Harris's 7 25"g Black Five broke a gauge glass which left Barry Dunstan and Bill Coles with the task of managing

the 7.25" circuit. Luckily the queues were manageable. Next thing Peter Hoye's 5"g Mudhen broke a tender axle which left Graeme Driscoll to soldier on alone with the Kitson Myer. John Monte went home and returned with his 5'g shunter "Junior" and entered traffic at 3.15pm. Again the queues on the 5" circuit were manageable. The day was a rare day that Ian Clark and his Electric were not available and Michael Moyse, who was Safety Officer, put out the signals and also put them away.

Speaking of signals, 2 of them still had gremlins, particularly the one at the trestle bridge which again required "foot power" to change the points. Things ran smoothly in the steam house with Ralph Ollerenshaw, Colin Cook, Bob Scanlon and David Eustice putting on the usual good show, Didn't hear the whistle blowing,-- something wrong with it?

The boat pond looked resplendent having been topped to its maximum during the week with the bore. Bob Smith, Bill Weste, Malcolm Ambler and Norm Kernick played host to the majority of the birthday parties who set up around the pond perimeter. Owing to Jean Clark being overseas John Lewis helped out in the canteen along with Marg. Lewis and extra helper Suzanne Thomas.

As the bulk of the crowd consisted of the seven self sufficient birthday parties the canteen staff appeared to have an easy day.

SASMEE PARK STATION

Station attendants Graham Richards and Michael Tingay dispatched the following trains:-

0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
----- Shunter Junior 004	John Monte.
2-8-2 D&RGW Mudhen [FIT]	Peter Hoye.

MILLSWOOD STATION

0-4-0 Dolgoch #2	Barry Dunstan.
0-4-0 Jens #1938	Bill Coles.
4-6-0 Black Five [FIT]	Rodney Harris.

SERVICES

Des Goedecke has finished the mapping of SASMEE grounds. These series of layouts show all services, so if you want to excavate some area then consult the plans **BEFORE YOU DIG**. The layouts may be found posted in the the 5"g truck shed. Well done Des, and thank you very much.

AUTUMN RUNNING MARCH 06

The pfd on Saturday 18th March was held amid a mild temperature of 23 degrees and drew a number of birthday parties, one of which coughed up \$180.00 in admittance fees, all in all a well behaved group.

Rides were plentiful with 13 trains in service all afternoon, 4 on the 7.25"g circuit and 9 on the 5"g track. The most crowded area was the car park at the northern end of the grounds where space is a premium and members are urged to take care when parking their cars after unloading locomotives.

PADLOCKS

Once again members are asked **NOT** to lock padlocks after opening locks on the workshop, turntables, carriage shed, storerooms etc. The reason is that not everybody is in possession of a key and difficulty may be encountered when locking up at the end of the day. The exception is the front gate. [someone will pinch it [the lock that is] if left unlocked!]

BALLAST HOPPER

This 5"g vehicle is very old, although quite functional was built 30 years plus ago when only the elevated track existed, consequently back to back and flange measurements were way out and nowadays causes difficulty in negotiating our current day multigauge ground level points. Recently the wheels have been regauged and reprofiled, thus allowing the vehicle to be worked over all trackage with no problems.

5 inch GAUGE CLUB CARS

The 2 x6feet long passenger cars recently purchased from a club member have been inspected and accredited, repainted and modified where necessary to suit SASMEE's requirements.

Both cars are heavyweights with low centre of gravity which gives excellent, and safe, riding qualities. Given their length and weight they would require the services of a strong loco.

Both cars are fitted with an automatic coupler at one end and a yoke type coupler at the other end.

These may be altered as required.

CLUB #12

This car has Sandberg type bogies with case hardened wheels and automotive brake linings affixed to the brake shoes which gives more effective braking. Both bogie brakes are vacuum operated via the usual ejector {fitted in the loco} The bogie transom is fitted with roller bearings in lieu of rubbing blocks which counteracts friction on curved track.

Livery is gloss burgundy with black underframes and silver bogies. The end boards bear the club registration number and type of braking painted in canary yellow as also the name SASMEE on each side panel.

Both footboards have the mandatory zebra stripes affixed, and the seat is removable for service requirements.

CLUB #13

This car has similar bogies but is equipped with mechanical brakes on both bogies. Although the car is basically a trailing car provision has been made to easily remove the front end board and allow operation from behind a loco. A hand brake lever is provided for braking. Livery is identical to #12 with the seat also removable for service requirements.

AUTUMN RUNNING APRIL 2006

As if making up for lost time the pfd on Sunday 2nd April was a corker with no less than 12 locos and 7 water craft to entertain the huge crowd.

At 3.15pm when Norm Kernick unleashed the hydroplane on the pond there was hardly a vantage point along the perimeter fence. Michael Tingay, on the gate was faced with an unbroken queue of patrons for at least 35 minutes after opening at 2pm. Good on you Michael, you coped well.

The canteen staff of Marg. Lewis, Jean Clark, Dorothy Ambler and Margaret Sambrooks did a brisk trade judging by the number of people congregated under the verandah. Five sizeable birthday parties were also noted which no doubt increased the queues for train rides.

The steam house put on the usual good show and Colin Cook, Bob Scanlon and John Weidenhoffer in attendance. Ralph Ollerenshaw turning up late in the afternoon.

The boat pond was well represented and as mentioned earlier 7 boats were operated by Bob Smith, Dean Deguisto, Norm Kernick, Bill Weste, Malcolm Ambler and Mary and Gerry Turner.

Safety Officer of the day was Michael Moyse who ensured all things ran smoothly.

SASMEE PARK 5"g

Visitor Brian Greenslade {AMSRS} helped dispatch the following trains:-

4-6-0 LNER B1 #1088	Terry Trezise.
2-8-0 Nigel Gresley #456	Bryan Homann.
0-6-0 Simplex	Len Redway.
0-6-0 Schenectady	David Hawkins.
0-6-0x2 Kitson Myer #34	Graeme Driscoll.
----- Steeplecab Electric	Ian Clark.

MILLSWOOD 7.25"g

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

4-6-0 Black Five LMS	Rodney Harris.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Koppel	Glen Templeman.
0-6-0 Simplex #10	John Lewis.
0-4-4 SAR "V" Class #9	John Daly.
0-6-0 Hunslett	Ian Thomas.

PUBLIC ADDRESS SYSTEM

To further assist our success in dealing with the issue of appropriate footwear, both our train stations are now equipped with "voice announcers". Prior to the departure of each train the station attendant presses a button which activates a pre-recorded safety message to passengers and those waiting ----

"The train is about to depart so please sit up straight , do not lean out and keep your feet on the footboards at all times.

Intending passengers are advised that totally enclosed footwear must be worn to be able to ride on the trains."

Previously, some smart alec patrons tried to bluff the station attendants that they didn't know of the requirements --- in spite of all the many signs.

SASMEE's policy of zero tolerance to inappropriate footwear is now working to our satisfaction. The voice announcer was obtained from Jaycar Electrical and provides for a digital recording of up to 48 seconds. Recording may be cancelled and redone at the simple press of a button, no tapes, as its all done via a micro chip.

The unit which comes in kit form, [approximately 120x60 when assembled} is relatively inexpensive at \$39.95. The paging horn speaker, with a 220mm mouth is a TOA Model SC-615 10-15watt with an impedance of 8 ohms and cost \$69-00. The recording unit is powered by 6 volts and no further amplification is required.

The unit installed in Millswood Station is also equipped with a starting button which operates the bell, theatre board indication, colour searchlight and the SAR upper quadrant electric signal. The unit is also supplied with a cancel button should the station attendant suddenly have reason to delay departure.



PHOTO 1

PHOTO 2



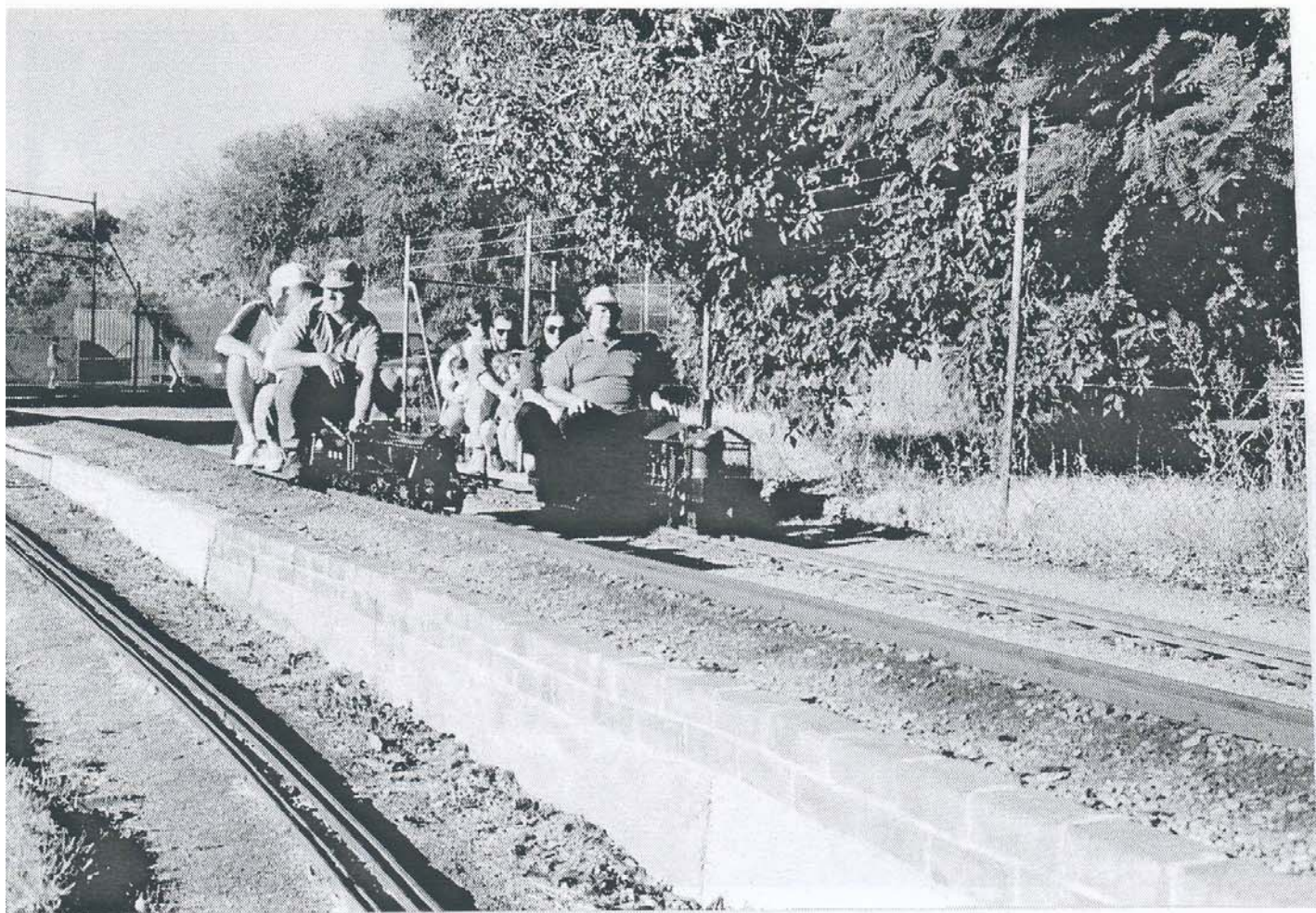
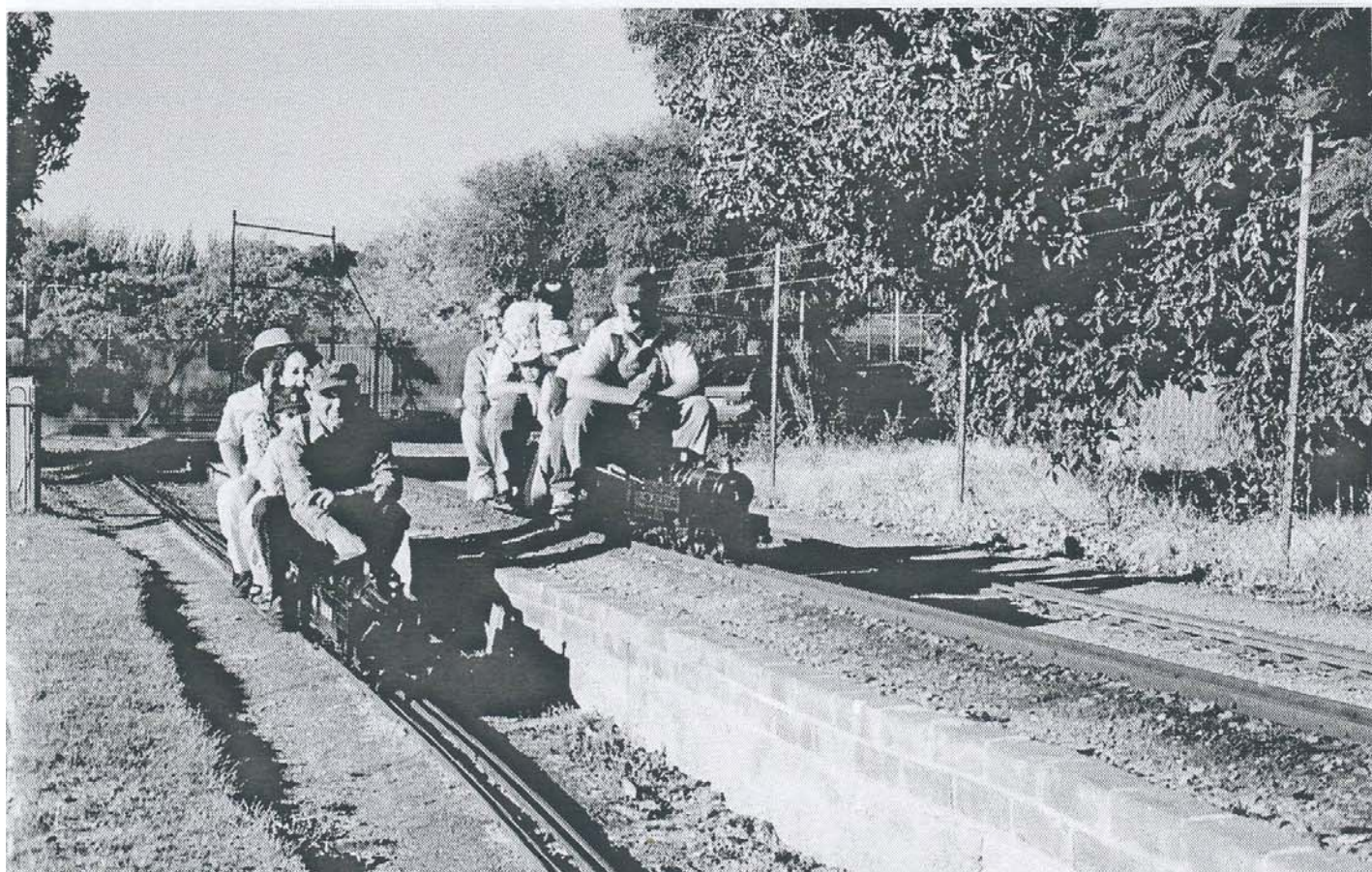


PHOTO 3

PHOTO 4



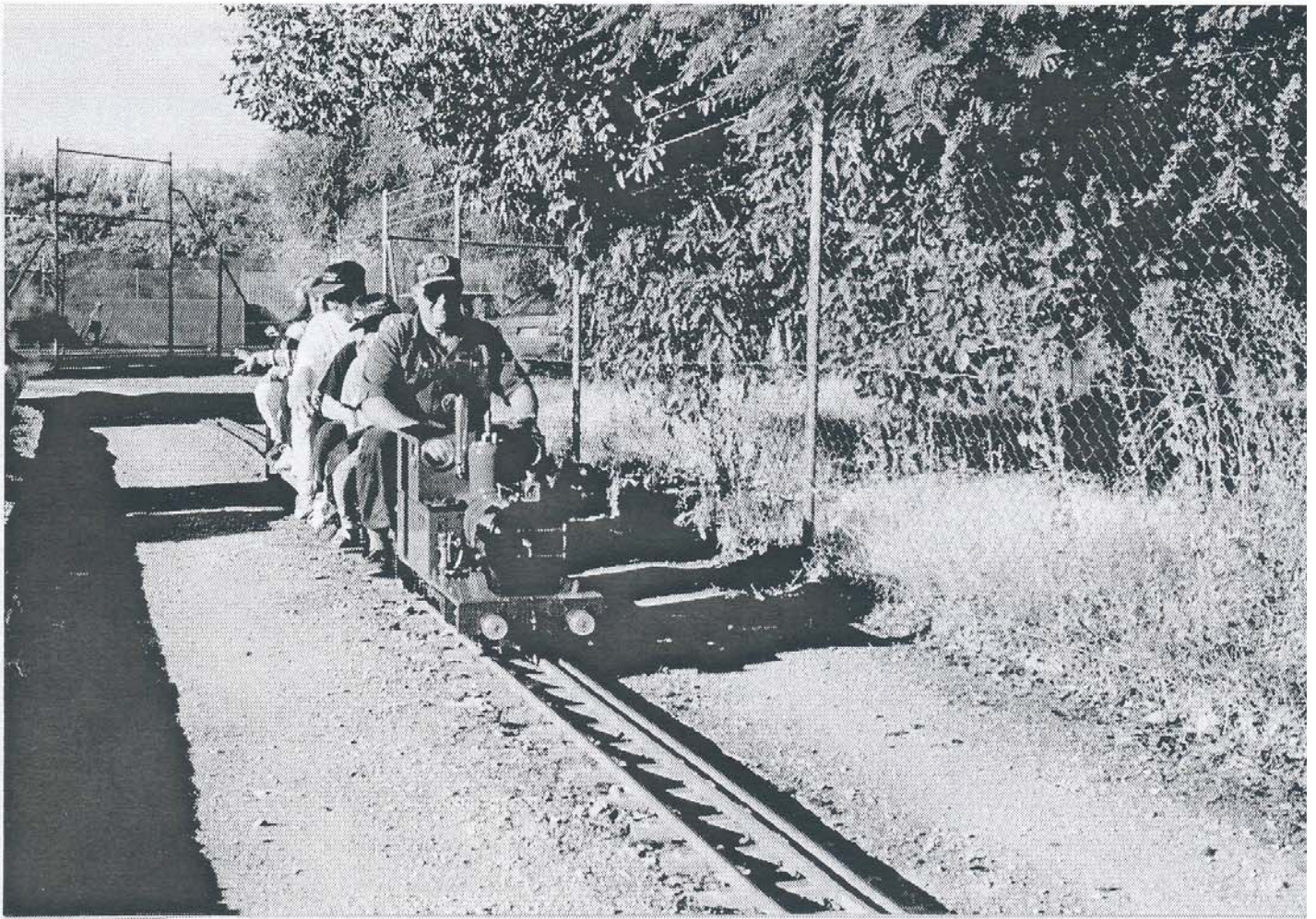
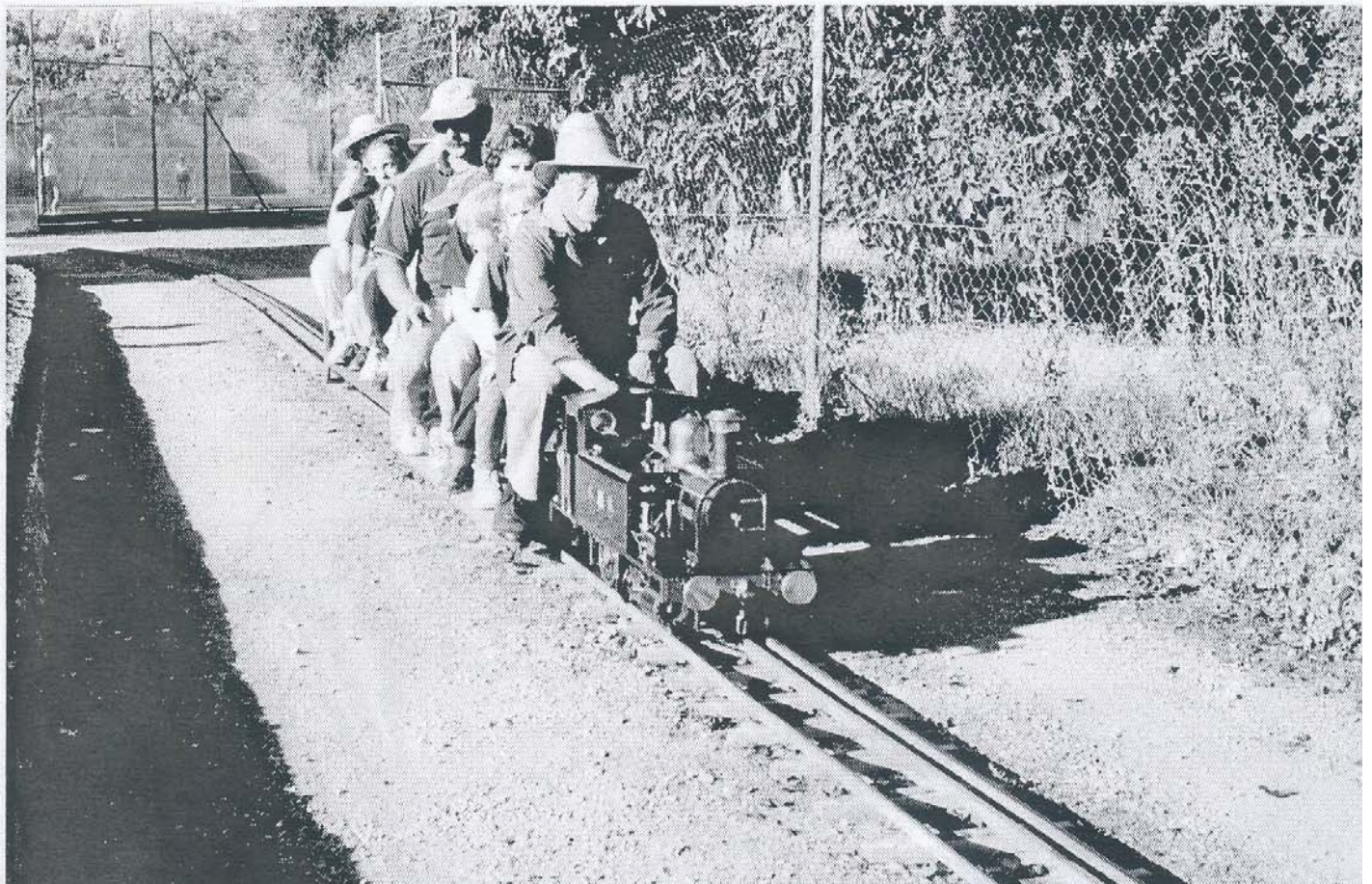


PHOTO 5

PHOTO 6



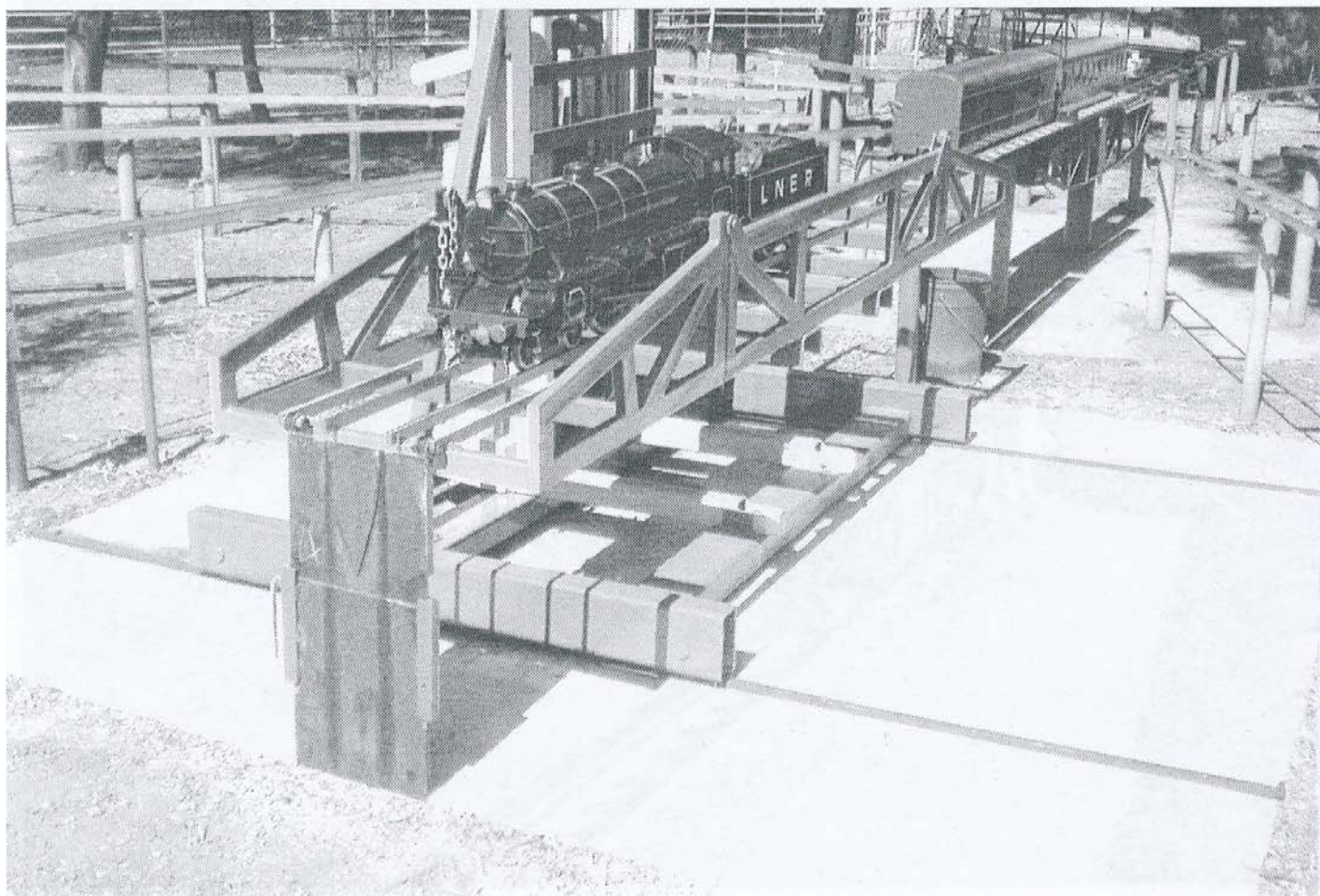
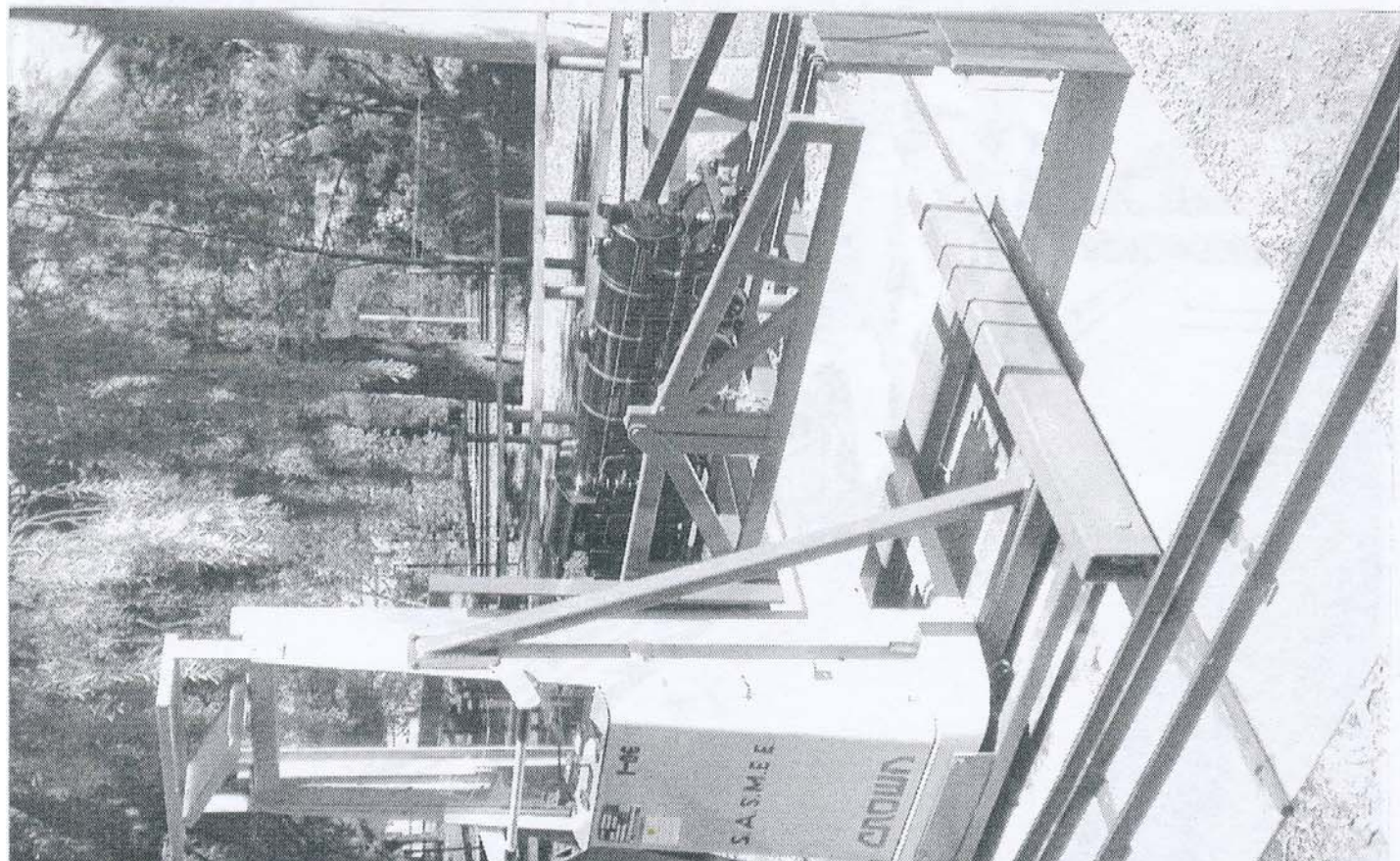


PHOTO 7

PHOTO 8



SAFETY VALVE RUN

Don't forget that the Safety Valve run is now scheduled for the 4th Saturday in June {24/6/06} so do not forget to put your name in the list in order to assist in catering for the evening meal, once again supplied by SASMEE. Meal tickets will be issued for the evening meal.

Running is scheduled from midafternoon until late into the night. Remember that night time running requires a white light at front with red at the rear.

The locomotive efficiency trials are now to be conducted every 2 years -- next one in 2007.

NOMINATION FORMS

Nomination forms for the Executive Committee period 2006-2007 must be received by the Secretary no later than the June General meeting. Don't forget that the Annual General Meeting will be held on tuesday 8th August at 8pm.

AUTUMN RUNNING APRIL 2006

Easter time -- That time of the year when a lot of people go away and leave Adelaide nice and quiet. And so it was on our pfd on Easter Saturday, 15th April, when we played host to a small but selective crowd which only boasted 2 birthday parties.

The day was fine and sunny with the mercury struggling to make 20 degrees. Notwithstanding some of our loco drivers attending the AALS Convention in Sydney, we maintained an adequate supply of motive power.

Although the steamhouse boys put on the usual good show our boat pond was devoid of all craft save for Norm Kernick, who attempted to run his hydroplane at the usual time of 3 O'clock. However the jolly thing got a atouch of the temperamentals and almost sunk !!

The public just love these types of days when the queues are short which equates to many rides.

Due to circumstances the Safety Officer of the day was Michael Moyse, for the second time in a row, -- Many thanks Michael.

The canteen was staffed by Jean, Margaret and Dorothy.

SASMEE PARK 5'g

Lone station attendant Ainsly Cuthbertson dispatched the following trains:-

2-8-3 Mudhen #453	Peter Hoyer.
----- Steeplecab Electric	Ian Clark.
----- NSW 422 class D/E	Malcom Ambler.
0-6-0 x2 Kitson Myer #34	Graeme Driscoll.

MILLSWOOD 7.25"g

Station attendants Alan Braham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-2 Talyllyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.

FUN RUN

The club held a fun run on Easter Monday 17th April for any interested members.

To begin with it was a questionable day weatherwise. However by 9-30am Graeme Driscoll with Kitson Myer and Peter Hoyer with Mudhen had rolled up and commenced steaming on the 5"g circuit.

On the 7.25"g system the Dicker Family were operating the 2 shorties together with John Lewis with his Simplex contemplating when to light up.

Barry Dunstan turned up at 11-45am with Springbok and proceeded to unload, during the process it commenced to rain. The rolling stock stayed in the car and a cover was placed over the loco. Peter Hoyer had gone to considerable trouble to bring his large scaled rolling stock to the Club, 6 items in all which really complimented the huge 2-8-2 Mudhen.

The rain went from bad to worse which forced John Lewis to think twice about lighting up and reload back into the trailer.

Peter and Graeme also decided to give it away as the sky became

darker and the temperature plummeted.

Unperturbed by all this moisture Brenton and Cameron Dicker continued to do lap after lap with wringing wet hair and rain streaming down their faces {is this what they call dedicated to the cause?!} In all some 13 hardy souls braced the day with the last leaving at 2.45pm.

As a footnote the TV news reported that the Easter Monday meeting at Oakbank was a washout with early rain setting in and people leaving early, causing major congestion on the road back to Adelaide. The last 2 races were cancelled and in the Great Eastern only 3 horses finished from field of 8. With the track so soggy some fell at the jump while others just tired out.

TRACKWORK

Since completion of the 5" gauge track a couple of years ago very little maintainance has been required, however with the regular task of sweeping and raking of debris the track shoulders have been eroded exposing the wooden sleeper edges which could suffer damage in the event of a derailment.

To combat this and to restore the track shoulders to sleeper height some 2 tonnes of Dolomite sand has been progressively dropped over the affected areas and compacted with copious amounts of water. With all expansion joints working as designed the track is virtually maintainance free.

As mentioned in our last Bulletin a redundant set of multigauge 7.25. and 5" points has been connected to a conventional set for the purpose of enabling a train to unload passengers at Millswood Station and then back off on to a refuge siding should the driver need a rest or otherwise. The points in fact were inserted into the main line on Wednesday 26th April and the subsequent siding laid shortly after.

ANNUAL GENERAL MEETING

The 2006 AGM will be held on tuesday 8th August, and Members are reminded that subscriptions for the ensuring year are due on the night. Do not run the risk of being struck off the register -- please remember to pay your dues.

CONVENTION 2007

The AALS Convention for 2007 will be hosted by the Penfield Model Engineers.

SASMEE has indicated that in accordance with past practises an invitation is extended to all Convention participants to attend our grounds for a post convention run on the tuesday.

The gates wiii be opened early and a luncheon will be provided for Guests.

FENCING

Portion of the "pool type" fencing adjacent to the SASMEE Park pedestrian bridge has been dismantled and will be re-erected on a different alignment, owing to relocation of the bridge some 2.2metres. The bridge will be out of action for 1-2 pfd's and the area roped off with red flags. Other pedestrian access is available.

AUTUMN RUNNING MAY 2006

Initially we thought that the pfd on Sunday would be a washout after severe storms lashed Adelaide and the Metro area on the Saturday night until the early hours.

Rain was dumped up to 40mm in some areas and high winds brought down many trees. However SASMEE came through quite unscathed save for a rain which topped the pond up quite nicely. Notwithstanding the mercury only reaching 15 degrees, a fair crowd rolled up which included 4 birthday parties.

Obviously the best place to be on such a cold day was in the steamhouse along with John Weidenhoffer, Ralph Ollerenshaw and Bob Scanlon. We all knew Ralph was around by all the whistle blowing.

Because Birthday parties are generally self-sufficient the canteen staff of Jean Clark, Suzane Thomas, Marg. Lewis and Suzanne Carter {some know who this lady really is} appeared to have an easy day.

The boat pond, looking resplendant and almost full only played host to 1 boat !! Norm Kernick was minus his hydroplane , but instead ran his beautifully constructed steam launch

"Winderemere" [hope that is correct Norm?]

MILLSWOOD STATION 7.25"g

Station attendants Alan Brabham and Alex Mitropoulos dispatche the following:-

0-4-2 Talyllyn #1	Bert Francis.
0-4-0 Dolgoch #2 {fit}	Barry Dunstan.
2-8-4 Berkshire	Brian Oldfield.
4-6-2 Green Pacific #8443	Ian Thomas.
0-6-0 Simplex #10	John Lewis.
----- Shay #12	Graeme Driscoll.

Barry Dunstan had to retire "Dolgoch" midway through the afternoon due to a suspected blown superheater tube.

Congratulations to Andrew Thomas on gaining his competency certificate class 3. No doubt we will see more of Andrew on his Dad`s much travelled Green Pacific.

New to the track was Brian Oldsfields` 2-8-4 Bershire, which runs like a Singer Sewing Machine so to speak.

With a fresh paint job in matt black complimented with a siver smoke box this locomotive is very impressive.

SASMEE PARK 5"g

Lone station attendant Michael Tingay spent a lot of tome shuffling passengers over to the 7.25"g station as he only had 2 locos to load.

2-8-2 Mudhen #453	Peter Hoyer.
----- Steeplecab electric	Ian Clark.

LIBRARY

SASMEE has an excellent library with some new donated books, so have a peek, you may find some interesting reading matter.

SIGNALS

Our Signal and Telegraph Engineers are experimenting with LED's in place of incandescent globes and if found successful many of our signals will be altered to this more efficient method.

ANNIVERSARY 1

Many SASMEE members attended Railway Park on Saturday 13th May for the occasion of their 30th birthday.

There were heaps of locos running including 2 from Pt. Augusta.

The sausage sizzle lunch provided was enjoyed by all.

It was a cool overcast day with no wind making ideal conditions for steaming. John Mere had a partly built "Chunky" a 0-4-0 switcher towed directly behind his impressive SAR 720 class which was sporting a new cross compound air compressor which sounded as good as it looked.

The loco that stole the show would have to be Bob Williams' SAR narrow gauge "X" class complete with meticulously constructed 4 wheeled rolling stock.

A good day was had by all.

ANNIVERSARY 11

Speaking of anniversaries do you realize that in 12 months time, May 2007, it will be SASMEE's 80th birthday. We will be an Octogenarian and accordingly some special celebration should take place.

Twelve months to come up with something.

TRANSFER OF LOCO OWNERSHIP.

Ian Clark's 5"g Steeple Cab Electric loco has changed hands, and it's new owner is member Gavin Thrum. The "Electric Engine", so named by Jean Clark, has been in regular service for the past 28 years on SASMEE field days and its nice to know it is to remain at SASMEE.

VALE PHIL WAUGH 1921 --- 2006

Phil joined SASMEE in 1974 and not long after became interested in building a steam loco following a trip behind ex SAR loco #621 "Duke of Edinburgh". Famous for running Steam Ranger excursions. Phil, being Phil decided to build a 5" version of the 621 despite being advised against building such a complex model at a first attempt.

This did not deter him, only making him more determined than ever to create the 5" g model. After a few years the running gear was ready to be tried out under steam, being set up in the steam house and fed from the full size boiler. When finally completed this loco became a regular runner on public field days.

More 5" g locos followed including a SAR "S" class, LNER Jubilee, Caribou and in 7.25" g another 620 class and finally a Canadian National switcher which he named "E.C. Grumpy". {The E.C. stood for eccentric crank and some members will be familiar with this terminology}

He also built many items of SAR rolling stock which he wisely sold off together with most of his locos not so long ago with the philosophy that he had the satisfaction of knowing their final destiny.

Phil supervised the construction of a number of buildings at SASMEE employing his talents as a carpenter and joiner.

Phil was made a life member of SASMEE in 1995 and no doubt all members will have fond memories.

If there is a roundhouse "up there" rest assured Phil will be making himself known.

It is proposed that a tree will be planted, dedicated to Phil's memory which is SASMEE's policy for worthy members.

SOME SASMEE HISTORY

July 8th 1952.

R. Excell moved that the Society meet informally on the alternate fortnightly Tuesday night to the ordinary meeting, seconded K. Mayfield and carried.

{This meeting was dispensed with in the mid 1980's}

September 1954.

Discussion held on the type of car track to be laid at SASMEE Park. A T. T. type track was agreed upon, estimated cost of 60 pounds.

[in today's currency this would amount to \$120]

July 1955.

Chamber of Manufactures offers 100 pounds {\$200.00}

Toward building of speedcar track for the 1957 exhibition.

December 1980.

General meeting held outdoors due to extreme heat of 42 degrees.

July 1984.

Member Ralph McEvoy gave talk on Rotary Engines.

RAILWAY QUIZ

Q. Of the 84 RX class locos built, how many were superheated. ?

Answer in next Bulletin.

Answer to quiz -- last Bulletin.

Q. When did SASMEE's 7.25" g track first open for public running. ?

A. August 1983.

PHOTO GALLERY

PHOTO 1 Bill Coles chuffing around on his steam truck back in the days when the traction engine track was in service. c.1998.

PHOTO 2 A nice looking steam launch on the calm waters of the pond. Owner unknown. c1998.

PHOTO 3 Graham Dickers Cli-Shay [7.25" g] paces Brad Cottle's Gresley [5" g] c1998.

PHOTO 4 John Culshaw on his Red Jubilee watches as Phil Waugh takes the lead on his Blue Jubilee. c1998.

PHOTO 5 Barry Dunstan on newly acquired "Dolgoch". c1998.

PHOTO 6 Alan Brabham driving "Rob Roy". c1998.

Photos 1-6. photographer unknown.

PHOTO 7 The new 5" g loco lifter as at 9/3/06. The transfer flap is usually in the "up" position to prevent roll off.

PHOTO 8 Rear view of loco lifter as at 9/3/06. Controls are visible as is the solar panel on top of the unit. This unit has proved quite adequate for battery top up [12v. 430cca]
5" diam. railway wheels are inside channel section.

Photos 7-8 . By Barry Dunstan.

S. A. S. M. .E. E. OFFICE BEARERS
2005----- 2006

PRESIDENT: BARRY DUNSTAN 8248 4843
VICE PRESIDENT: GLEN TEMPLEMAN 8338 0380
SECRETARY: IAN CLARK 8293 6537

EMAIL ijclark@senet.com.au

MINUTE SECRETARY: JOHN BEAL 8297 2314
TREASURER: RODNEY HARRIS 8387 0334
ASS. TREASURER: MICHAEL TINGAY 8294 8914

COMMITTEE: GRAEME DRISCOLL 8276 9387
ALAN SAMBROOKS 8322 7927
ALEX MITROPOULOS 8339 4974
RALPH OLLERENSHAW 8379 0998

AUDITORS: JOHN DAVEY
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LIBRARIANS: JOHN DAVEY
BILL COLES

BOILER INSPECTORS: ALAN BRABHAM 8443 6544
JOHN GORDON 8322 3694
BILL COLES 8296 2167
JOHN LEVERS 8536 0135

CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE

VICE PATRON: His Worship the MAYOR of the City of
Unley, Michael Keenan.

SASMEE "BULLETIN" BILL COLES [editor]
4 CLOVELLY AVE. HOVE 5048
8296 2167

EMAIL: bjhove@senet.com.au

SASMEE MAIL: PO BOX 208 GOODWOOD, S.A. 5034